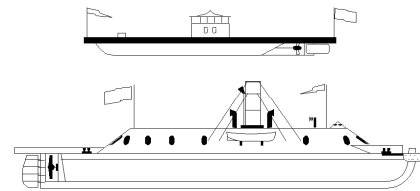


Hampton Roads Ship Model Society

Logbook



No. 217

WWW.HRSMS.ORG

JULY, 2004

FROM THE PILOTHOUSE



Mystery Photo



NOW DO YOU HEAR THERE FORE AND AFT -

Please note that there has been a change in the location for the HRSMS meetings in July and August. Due to a scheduling conflict, Eric Harfst will host the July meeting at his home in Ford's Colony. Len Wine and I will host the August meeting. To put it more simply the host for July and August have reversed.

Many thanks to Dave Baker and his wife, Anne, for hosting the June meeting in their home at Ford's Colony. Also thanks to Dave, our First Mate, for running the meeting in my absence. Due to the excellent work of our newest member, Bill Dangler, good progress has been made on the plans for the HRSMS picnic this fall. Bill was able to reserve a picnic site at the Newport News City Park for Saturday, October 16th. The membership approved the expenditure of a modest sum to guarantee the reservation of the site. Well done, Bill! Greg Harrington, our webmeister, volunteered to handle the software for the picnic (napkins, paper plates, etc.). Very appropriate. At the July meeting we will try and lock in a few more details in the planning process to make this event a success.

Progress continues to be made by the planning committee on the 2005 NRG Conference. We now have a full program of speakers and John Cheevers has agreed to be our "reserve" speaker in case any mishap befalls any of the primary speakers. John's subject would be his recent project involving the building of the three tug boats that he has been keeping the membership abreast of each month. Even if John does not give a formal presentation on Saturday, we have asked him to host a round table on Sunday, because many of his building techniques are so useful and interesting. The hosts of the 2004 conference in Portland, Maine, have given me time during their conference to make a brief presentation to preview our event in 2005.

As you may remember, Bob Comet, who organizes our monthly ship model building talks, handed out a survey at

(Continued on page 2)

This isn't going to be the kind of rousing, over-researched, excellently edited column you would expect from someone returning to this column after a two month absence. Instead, it will be short and sweet. The tug boats are running behind schedule and have priority over my free time at the moment. One good thing, though; someone asked if there would be a chance to see the tugs complete. Not exactly! I will have them – or one, at least – at the next meeting.

As for Mystery Photo, No. 216: the answer may occur in the following!

Two kindred souls send responses to the first sailing ship to grace this game in a long time. Bob Baycar chose the Romanian sail-training ship *Mircea*. He hand delivered a long hand-written essay detailing the reasons for his choice (I still have it). Dave Baker chose the German sail-training ship *Gorch-Fock*. He e-mailed his reasons on why he chose this particular vessel (I accidentally deleted this and his travels prevented him from replicating them). I would have chosen the US Coast Guard sail-training ship *Eagle*, before the addition of the highly visible tri-color stripe hull stripe, had I had the time.

I can tell you now that I would have been wrong in my choice, but was Bob or Dave right? Read on...

Prior to the start of hostilities in 1939, Socialist Germany built three steel-hulled, three-mast barks to serve the seamanship training needs of the newly reconstituted "Kriegsmarine." Arriving between the years 1934 to 1939, they were, in order of delivery, *Gorch Fock*, *Horst Wessel*, and *Albert Leo Schlageter*. These vessels served in their intended roles until the end of the war and became war prizes: the *Gorch Fock* became the Russian training ship *Towarischtsch*, the *Horst Wessel* became the American Coast Guard training cutter *Eagle*, and *Albert Leo Schlagete* became the Portuguese training ship *Sagres*. West Germany built an additional near sister in 1958 also named *Gorch Fock* (Dave's choice.) All four vessels come from the noted ship builders Blohm + Voss, Hamburg, Germany.

(Continued on page 2)

NOTICE

The meeting location has been changed. Eric Harfst will host the June meeting.
See the meeting notice on page 4.

(Pilothouse—Continued from page 1)

the May meeting to determine what future subjects the membership would be interested in having covered. Since we have quite a few new members and the possibility of even more joining, this is an appropriate time to review this subject. Bob has received responses from 14 members (Baker, Baycar, Bobbitt, Caldwell, Cheevers, Comet, Dangler, Granum, Heilinday, McCleary, Schiller, Sword, Williams and Woods). If you have not made a response to Bob, please do so. Contact Bob to get a copy of the survey form or just give him a call or send an e-mail to let him know your thoughts (757-934-1279 or RComet316@aol.com). In the responses received to so far, several new subjects have been suggested which is very good news.

I hope everyone had a safe but fun holiday on the 4th of July.

Joe McCleary

(Mystery Photo—Continued from page 1)

With a pool of four very nearly identical sisters, how do we choose the correct ship? Baycar thinks he has the answer. "The figurehead on the bow is a giveaway to the name of the barque" says Bob. "It is the likeness of the Romanian Prince Mircea Staria (1383-1418) modeled from a mural painting in a monastery at Kosia, Romania." he adds. Put a good spy glass on the Mystery Photo and see if he is right.

But how could the mystery ship be *Mircea* if it is not one of the four candidates I mentioned earlier? Easy! *Mircea* is the former *Towarischtsch*, deeded to the Romanians by the Russians, but I don't know when.

I found nice images of all four vessels in my 1995 issue of Dave Baker's definitive ship reference book *Combat Fleets of the World*. After careful study, I have to side with Bob Baycar on his choice. If you look carefully at the deck just aft of the main mast you see a rather prominent funnel, and that funnel most closely matches the funnel on *Mircea*.

John Cheevers

THE ANSWER

The answer to Mystery Photo 216
Mircea, No photo information available

MINUTES



HRSMS Monthly Meeting
June 11, 2004
Host, Dave Baker
Guest: Milton Berube, 1st meeting

The meeting was called to order by the Skipper at 2000 hours.

A Purser's report was given.

The Webmaster gave a report on additions to the HRSMS homepage and asked that a note be included in the next issue of the Logbook including the member's password.

Old Business: The roster of speakers for the 2005 NRG Conference was discussed. The date of October 16 was selected as the date for an HRSMS Picnic to be held at Newport News Park.

New Business: Dave Baker gave a heads-up that The Gallery on Merchants' Square may include ship models in their nautical exhibition during the month of May 2005.

Show & Tell: Frank Mastini showed *Vespucci* deck boats. John Cheevers showed the progress of his tugboat project, showing one of three under construction.

The meeting was adjourned to a presentation on "Model Painting" by Jack Bobbitt.

The Dictionary of American Naval Fighting Ships

TB-1, Cushing
William Barker Cushing, born 24 November 1842 in Delafield, Wis., rendered gallant service during the Civil War, unsurpassed for daring and courage. He was four times commended by the Navy Department, and received the thanks of Congress for his boldest and most successful exploit, the destruction of the Confederate ironclad ram *Albemarle* at Plymouth, N.C., 27 October 1864. Commander Cushing died 17 December 1874 while serving at the Washington Navy Yard.

(TB-1: dp. 116; l. 140'; b. 15'1"; dr. 4'10"; s. 23 k.; cpl. 22; a. 3 8-pdr., 3 tt.; cl. Cushing)

The first Cushing (TB-1) was launched 23 January 1890 by Herreshoff Manufacturing Co., Bristol, R.I.; sponsored by Miss K. B. Herreshoff; and commissioned 22 April 1890, Lieutenant C. M. Winslow in command.

The first torpedo boat built for the Navy, Cushing was attached to the Squadron of Evolution and equipped for



Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@juno.com

(DANFS—Continued from page 2)

experimental work to complete the development of torpedo outfits and to gather data for the service. On 8 September 1891 she reported to Newport for duty at the Naval Torpedo Station, and except for a brief period out of commission, 11 November 1891-11 January 1892, Cushing continued her torpedo experiments in this area until 1893.

Cushing arrived at Hampton Roads 31 March 1893 for temporary duty with the Naval Review Fleet, and in April she escorted HMS Blake and HMS Caravels to New York. Cushing returned to duty at Newport 6 May, working with the Whitehead torpedo. Based on Key West from 31 December 1897, Cushing reported to the North Atlantic Fleet's Blockading Force for picket patrol in the Florida Straits and courier duty for the Force. On 11 February 1898 while making a passage to Havana, Cushing lost Ensign J. C. Breckinridge overboard in heavy seas. For their heroic efforts

to save him, Gunner's Mate Third Class J. Everetts and Ship's Cook First Class D. Atkins were awarded the Medal of Honor.

Upon the declaration of war between the United States and Spain, Cushing was assigned to patrol the Cays, and on 7 August captured four small vessels and towed them to her anchorage at Piedras Cay. Four days later armed boats from Cushing and Gwin captured and burned a 20-ton schooner. Returning north in August, 1898, Cushing resumed her operations at the Newport Torpedo Station 14 September until decommissioned 8 November 1898. From 1901 to 1911 she was attached to the Reserve Torpedo Flotilla at Norfolk, and was sunk 24 September 1920 after use as a target.

NOTABLE EVENTS

JULY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Model Painting, Part II; Jack Bobbitt

AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: Host, McCleary - Wine
Jigs, Mass Production Techniques, Making Close Fits: Joe
McCleary

SEPTEMBER

- 4 Mid-Atlantic Maritime Festival, CBMM
10 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Making Tapered Spars; Bob Comet
17-19 NRG Conference, Portland Maine

OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
How To Make Art Work and other tips on Ordering
Brass Etchings; John Cheevers

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Making Scale People; Bob Comet

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Making Ventilators and other Metal Forming
Techniques; Joe McCleary

JANUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood

APRIL

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Bob Baycar

MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

- 10 **H.R.S.M.S.** Monthly Meeting:

WATCH, QUARTER AND STATION BILL



Skipper: Joe McCleary (757) 253-1802
Mate: Dave Baker (757) 565-7991
Purser: John Cheevers (757) 591-8955
Clerk: Tom Saunders (757) 850-0580
Historian: Len Wine (757) 566-8597
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: July 9, 2004

Place: 133 Mid Ocean, Williamsburg, VA
(Ford's Colony)

Time: 2000 Hours

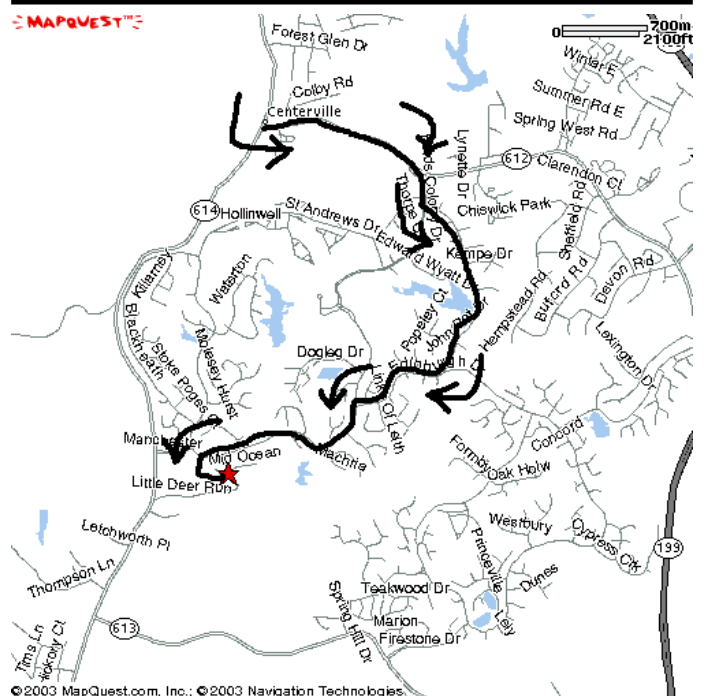
Host: Eric Harfst (757-221-8181)

FROM EAST

64 West to Exit 234A (Lightfoot), right on to Mooretown Road/Lightfoot; next left on to Lightfoot Road for 1/2 mile; left at light (after RR tracks) on to Richmond Road. Get into right lane, go **one-tenth mile** and turn right at light on to Centerville Road. Go 3 miles and turn left on Longhill Road (Rte. 612). Go 7/10 mile and turn right into main entrance of Ford's Colony. Go 1/10 of a mile and turn left to John Pott Guardhouse. Continue on John Pott 1 mile to end, turn right on to Edinburgh. Continue 5/10 mile to end, turn left on to St. Andrews. Go just under a mile and across from Swim and Tennis Club turn left on to Mid Ocean. House is 3/10 mile on left (next to house under construction).

FROM WEST

64 East to Lightfoot exit 234. First right on to 199 east; next right on to Mooretown Road/Lightfoot, continue as above.



Thanks

The members would like to thank Dave Baker and his wife Anne for hosting the June meeting.